



EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3016093

Address: 7612 Aurora Avenue North

Applicant: Steve Bull of Workshop AD

Date of Meeting: Monday, January 27, 2014

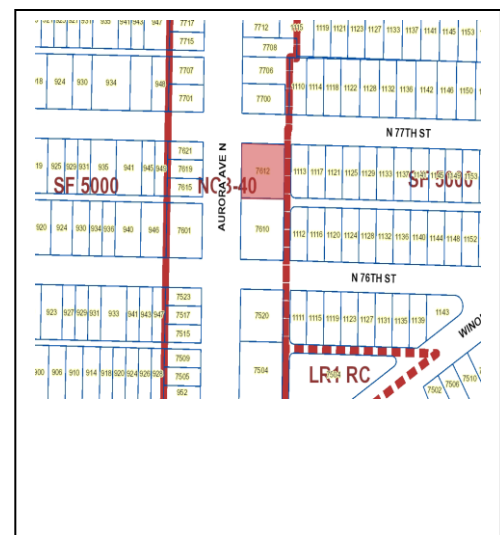
Board Members Present: Ivana Begley
Salone Habibuddin
Joe Hurley
Christina Pizana
Martine Zettle

DPD Staff Present: Bruce P. Rips

SITE & VICINITY

Site Zone: Neighborhood Commercial Three with a 40 foot height limit (NC3 40).

Nearby Zones: The NC3 40 zone flanks Aurora Ave N. from W. Green Lake Dr. N. to N. 80th St. where it changes to a Commercial One zone with a 40 foot height limit (C1 4). In the immediate project vicinity, Single Family 5000 (SF 5000) embraces the Aurora corridor to the west and east.



Lot Area:	<p>10,020 square feet. The site fronts the southeast corner of Aurora Ave E. and N. 77th St. An alley borders the corner site on the east. Along with the greater topography in the vicinity, the terrain descends from north to south by approximately two to three feet. Aerial power lines and their required setback at the northwest corner of the site impacts the design.</p> <p>Above 25' in height, the property has views to Green Lake, Maple Leaf ridge and the Cascade Mountains. Partial views to the downtown skyline occur over the adjacent structure.</p>
Current Development:	<p>The site houses a two-story wood framed commercial building constructed in 1925. Behind the structure, a small parking lot borders the alley.</p>
Access:	<p>Alley access. The applicant will dedicate two feet on the west side of the alley for its widening.</p>
Surrounding Development & Neighborhood Character:	<p>The St. Germain Foundation, a religious organization, borders the subject site to the south. It possesses an ornate two-story entrance tower fronting Aurora and a larger horizontally oriented structure behind a parking lot. To the west across Aurora Ave lies a mix of single story commercial structures. On the northwest corner of Aurora and N. 77th St. is a single residential structure converted to a commercial use leading to the Greenwood/Phinney Ridge neighborhoods beyond. Occupying the northwest corner across Aurora and N. 77th St. sits a motorcycle sales and service business. On the northeast corner of the intersection, a two-story structure houses a holistic center and Aikido operation. The building has commercial storefront windows and awnings along Aurora and a portion of N. 77th.</p> <p>East of the alley, behind the subject property, a neighborhood of single family one and two story homes generally possess pitched roofs, raised front porches and generous front lawns. Two traffic calming bulbs extend into N. 77th St extending the landscaping into the street. The side yard of one home borders the alley across from the subject site.</p> <p>Aurora Ave N., SR 99, serves as a principal arterial connecting the west side of Seattle to the north and south beyond. The city has designated N. 77th St. as a local or non-arterial street. An adjacent alley and its T intersection lies to the east of the property.</p>
ECAs:	<p>The project site does not contain a mapped environmental critical area.</p>

PROJECT DESCRIPTION

The applicant proposes to construct a four-story, 27 dwelling unit building with approximately 5,000 square feet of commercial at grade and parking for 18 vehicles located below grade and six spaces at grade. The existing building would be demolished.

DESIGN DEVELOPMENT

The applicant presented three design options or alternatives all of which represent variations on an internal courtyard scheme. Other commonalities of the three schemes include vehicular access from the alley, commercial uses fronting Aurora Ave., dwelling units on the upper three floors, and physical deference to the power lines at the corner of N. 77th St. and Aurora Ave. The building mass approaches the two streets and meets the north elevation of the St. Germain Foundation. The east façade sits slightly back from the alley. The three designs show a consistent approach to ensuring mostly glazed storefronts along the ground floor. In addition to a below grade garage, the three schemes provide at-grade parking off the alley.

Scheme A, “The Notch”, illustrates a subtraction from the upper corner building mass at the intersection of the two streets to ensure compliance with distance from the power lines. The design includes a primary residential entry on Aurora Ave., five foot projecting canopies above the commercial uses on Aurora, commercial uses extending along N. 77th St. and project balconies extending east toward the alley. The second scheme, “The Slice”, sets a portion of the north façade back from N. 77th St. and eliminates balconies from the east elevation. The upper building mass projects forward of the storefronts; the centrally located residential entry on Aurora provides a modest shelter for pedestrians. In this scheme the parking spaces directly facing the alley have doors to screen the vehicles.

In the “Inflected” scheme, Option C, the north wall cants away from the right of way at the Aurora and alley corners. The architect locates the primary residential entry at the mid-section of this façade opening to a grand staircase that eventually continues to the roof. The stairs lead to the courtyard that begins at the second floor. The inflection in the walls has several purposes: to accommodate the power line, to accentuate visually the corner at Aurora and to provide a larger pedestrian realm at the corner. The intention of the chamfer near the alley suggests deference to the larger setbacks in the single family neighborhood to the east. The scheme adds an at-grade live/work unit along N. 77th St closest to the alley. Canopies extend along both the west and north facades to cover a portion of the sidewalk. No balconies would overlook the east. A row of trees would modest screen the open parking spaces adjacent to the alley. At this concept stage, the most unusual design characteristic is the chasm through the north elevation revealing a wide, even dramatic, staircase and courtyard visually open to the pedestrian.

PUBLIC COMMENT

Twenty-four members of the public affixed their names to the Early Design Review meeting sign-in sheet. Speakers raised the following issues:

Massing

- Terrace the rear of the structure away from the single family neighborhood.
- Four-story buildings will create a canyon on Aurora Ave.
- Avoid installing balconies on the east side. (mentioned by others)
- Set the structure further back from the alley.
- The building's shadow will shade the nearby single family homes. (mentioned by others)
- Residents of the building will be able to look down on the yards and houses of the neighbors. There won't be a sense of privacy.
- The images in the presentation booklet don't show the neighboring houses and the nearby one-story businesses. The one building shown is the St. Germain Foundation.
- Build a three-story rather than four-story structure.
- Reduce the massing to achieve a pleasing transition to the single family neighborhood.
- The building footprint is too large.
- Step back the building from the old Arabian Theater tower on the south side.
- Better integrate the stairs and elevators into the massing.
- Tier the building from both the east and west.

Aesthetics

- Don't make the building similar to the newer buildings in the Green Lake core which are unimaginative boxes.
- Tie the design elements to the scale and age of the neighborhood. Materials and other building elements should reflect the character of the neighborhood (mentioned by others).
- There is a need to improve Aurora. Place better materials on the front façade to attract a higher level of commercial tenants.
- The building is too monolithic looking.
- Add bays and other architectural elements to provide variety.
- Use the craftsman style detailing from the nearby homes as inspiration.
- The building should have a visual conversation with the nearby homes.

Programming

- Don't place the roof top open space amenity near the single family homes.
- Keep the commercial side of the building on Aurora. Don't place a commercial use on N. 77th St.
- The overhead canopies may attract undesirable behavior.
- Ensure the privacy of the neighbors by careful window placement.

Alley

- The project will double the number of people using the alley.
- Access to the garage is too close to the T intersection created by the two alleys and the nearby home.

- There is not enough information on how the solid waste is transferred. Do not allow garbage trucks to block the alley
- PCC trucks park in the alley.
- During construction do not allow trucks to park in the alley.
- There are concerns about bottlenecks occurring in the alley.
- The alley is used as a PCC driveway.
- People use the alley to turn around.
- Vehicles will cause damage to the building and the proposed trees on the alley.

Parking

- The building won't have adequate parking.
- Do not grant the departure from screening of the parking.
- Do not grant the departure to decrease the width of the parking stalls.
- The alley is not wide enough. The trees on the alley will be taken out by drivers and they won't survive.
- There are Crime Prevention Through Environmental Design (CPTED) concerns with the open parking facing the alley. It won't be safe.

Streets and Safety

- It is difficult to cross Winona Ave N.
- Children use N. 77th Ave to bike to Daniel Bagley Elementary and its school buses.
- N. 77th and Aurora is a challenging corner.
- N. 77th St. is a bike corridor.
- Traffic barriers on the streets exacerbate the line-up of vehicles.

Other

- The project will devalue the adjacent homes.
- Pay attention to the adjacent building during construction.
- Consider the impact of the project on the neighbors.
- Option C is preferred.
- Because of the bus lane on Aurora, the trees in the right of way will not likely survive.
- This proposal will change the feel of the community.

DPD received several letters and emails from neighbors concerned with the project. Some of the authors reiterated several issues outlined above this paragraph. Issues identified in the emails included noise impacts, parking spillover into the neighborhood, alley traffic, the size of the dwelling units, limits on commercial development, and building bulk. Other concerns are shadow impacts, privacy and the legitimacy of the departure requests.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

A. Site Planning

A-2 **Streetscape Compatibility.** The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Green Lake-specific supplemental guidance:

A continuous street wall is an important design consideration within Green Lake's commercial and mixed-use, pedestrian-oriented areas.

- **Aurora Avenue North:** A continuous street wall is less of a consideration on Aurora Avenue N, where numerous parking lots punctuate the streetscape. In this area, a more pleasant and consistent streetscape can be achieved by reinforcing the rhythm of alternating buildings and well-landscaped vehicle access areas. Parking lots should be placed at the rear and to the sides of buildings, and the buildings should be located near the street. Parking lot landscaping and screening are particularly important in improving the appearance of the Aurora Avenue North corridor.
- **Multifamily Residential Areas:** Landscaping in the required front setbacks of new multifamily development is an important siting and design consideration to help reinforce desirable streetscape continuity.

The Board indicates its satisfaction with the design direction in terms of streetscape compatibility. See guidance for A-4.

A-3 **Entrances Visible from the Street.** Entries should be clearly identifiable and visible from the street.

The location of the residential entrance on N. 77th St met with approval. The intriguing opening to the courtyard on the north elevation met with Board enthusiasm.

Meet security concerns by designing an attractive entry gate.

A-4 **Human Activity.** New development should be sited and designed to encourage human activity on the street.

Green Lake-specific supplemental guidance:

Pedestrian activity is a high priority in the Green Lake business areas. It is recognized, however, that within commercial zones, the appropriateness of traditional storefronts may depend upon location, adjacent properties and the type of street on which the development fronts. In the case of a mixed-use building, for example, at the intersection of an arterial and a residential street, it might be more appropriate to place non-storefront commercial facades on the quieter residential street. In such cases, the following can contribute to a commercial facade that exhibits a character and presence that achieves a sensitive transition from commercial to residential uses:

- slightly less transparency than a standard storefront window;
- recessed entries;
- landscaping along the building base and entry; and
- minimized glare from exterior lighting.

The transition between the Aurora commercial corridor and the quiet residential neighborhood requires landscaping sensitive to pedestrian movement and expressive of the greater changes along the N. 77th St. right of way. The type of use or program and its placement along the street ought to reinforce this transition. Detailing and materials along the ground floor should respond to the transition between zones.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The presence of the St. Germaine Foundation's ornate tower did not suggest to the Board the need for a setback or some architectural recognition of it.

Locate the roof top open space away from the building's east side to ensure reduced noise and privacy for the neighbors.

A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

Green Lake-specific supplemental guidance:

- **Residential Buildings:** Residences on the ground floor should be raised for residents' privacy, if allowed by site conditions. Well landscaped, shallow front yard setbacks are also typical and appropriate.
- **Mixed-Use Buildings:** For mixed-use buildings with residential units over commercial ground floor uses, consider locating the primary residential entry on the side street rather than in the main commercial area. This maintains a continuous commercial storefront while increasing privacy for the residential units.

The Board expects the design of an attractive gate at the primary residential entrance on N. 77th St. The openness or transparency between the pedestrian realm and the courtyard/circulation system at the center of the building appealed to the Board.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Green Lake-specific supplemental guidance:

The Design Review Board may reduce the amount of open space required by the Land Use Code if the project substantially contributes to the objectives of the guideline by:

- **Creating a substantial courtyard-style open space (see sketch below) that is visually accessible to the public and that extends to the public realm.**
- **Setting back development to improve a view corridor.**
- **Setting upper stories of buildings back to provide solar access and/or to reduce impacts on neighboring single-family residences.**
- **Providing open space within the streetscape or other public rights-of-way contiguous with the site. Such public spaces should be large enough to include streetscape amenities that encourage gathering. For example, a curb bulb with outdoor seating adjacent to active retail would be acceptable.**

The two significant residential open spaces, the courtyard and the roof top terrace, lacked concept landscape plans. In order to reduce noise and privacy impacts on the neighbors, locate the roof top open space away from the east side of the structure. Future drawings presented at the Recommendation meeting should show cross sections illustrating the relationship between the roof top open space and the single family neighbors.

Develop landscape plans for the courtyard and the roof top for the MUP application submittal.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Given the neighbors' concern about the project's impacts upon the alley, the transportation impact analysis should study the choice of location along the alley for the garage entrance. Is the proposed access at the south end of the property near the T-intersection the safest location? By the Recommendation meeting the applicant ought to have a rationale for the most appropriate location.

The applicant will also need to show the mechanics of parking on the alley. Illustrating turning radii and how the alley is utilized by the neighbors and the proposal will be helpful in evaluating the departures.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The Green Lake neighborhood specific guidelines do not call out this corner at Aurora Ave and N. 77th St for special treatment. The inflection or chamfering of the north wall, in essence, acknowledges the corner in a subtle manner as well as accommodates the power lines.

B. Height, Bulk and Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

Green Lake-specific supplemental guidance:

Some properties adjacent to Green Lake's Neighborhood Commercial areas are zoned single-family, but have a small portion zoned Neighborhood Commercial. In general, these properties can only be developed with single-family houses. In such cases where a property with more-intensive zoning is adjacent to a property that contains such split zoning, the following design techniques are encouraged to improve the transition to the split-zoned lot:

- Building setbacks similar to those specified in the Land Use Code for zone edges where a proposed development project within a more intensive zone abuts a lower intensive zone.
- Techniques specified in the Citywide Design Guidelines A-5 and B-1.

Along a zone edge without an alley, consider additional methods that help reduce the potential 'looming' effect of a much larger structure in proximity to smaller, existing buildings.

- One possibility is allowing the proposed structure's ground floor to be built to the property line and significantly stepping back the upper levels from the adjacent building (see sketch below). The building wall at the property line should be designed in a manner sympathetic to the existing structure(s), particularly regarding privacy and aesthetic issues.

The four-story height of the proposal did not trouble the Board. However, the massing toward the alley needs to recognize the single family zone and the neighborhood. The Board purposefully did not indicate specific techniques to reduce the building bulk leaving the architect to find a suitable approach to the change in zones.

The lack of shadow studies became evident at the meeting. Studies should be provided at the Recommendation meeting.

C. Architectural Elements and Materials

- C-1 Architectural Context.** New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Green Lake-specific supplemental guidance:

- **Distinct Architectural Themes and Styles:** Aurora Avenue North Corridor - Recognize Aurora's 1920-1950 commercial character while making the area more friendly to the pedestrian.
- **Signage:** The design and placement of signs plays an important role in the visual character and identity of the community. While regulatory sign review is not in the purview of design review, integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations. Franchises should not be given exceptions to these guidelines. Except within the Aurora Avenue North corridor, signage should be oriented to pedestrians.
- **Facade Articulation:** Multi-family residential structures - The façade articulation of new multifamily residential buildings (notably in Lowrise zones) should be compatible with the surrounding single-family architectural context. Neighborhood commercial structures - Modulation in the street-fronting façade of a mixed-use structure is less important when an appropriate level of details is present to break up the facade.

This guidance provides a general direction to the applicant. The Board did not elaborate on specific techniques or styles for relating to both the Aurora corridor and the adjacent single family homes preferring to see more developed façades at the Recommendation meeting.

- C-2 Architectural Concept and Consistency.** Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

The overall concept or parti illustrated in Option C met with the Board's support. The enchanting spatial quality of the interior should inspire the street and alley facades.

- C-3 Human Scale.** The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Good material choices detailed well begin to provide the sense of human scale needed at the transition between the commercial qualities of Aurora Ave and the adjacent single family neighborhood.

- C-4 Exterior Finish Materials.** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Green Lake-specific supplemental guidance:

- **Special material requirements and recommendations**
 1. **Metal siding**
 2. **Masonry units**
 3. **Wood siding and shingles**
- **Discouraged Materials**
 1. **Mirrored glass**
 2. **Sprayed-on finish**

The architect must present a colors and materials board at the Recommendation meeting. Include a color photo of the board in the booklet. The Board did not discuss specific or desirable materials.

D. Pedestrian Environment

- D-1 Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Green Lake-specific supplemental guidance:

- **Make Aurora More Pedestrian Friendly:** Although Aurora Avenue North is likely to retain its automobile-oriented character, new development should make the entire Aurora corridor more friendly to pedestrians by encouraging: Street-fronting entries, Pedestrian-oriented facades and spaces and overhead weather protection.
- **Streetscape amenities:** New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm. The Board would be willing to consider a departure in open space requirements if the project proponent provides an acceptable plan from, but not limited to: curb bulbs adjacent to active retail spaces, pedestrian-oriented street lighting, and street furniture.

Explicitly addressing this guideline in the building design ought to produce a project sensitive to the transition between the neighborhood commercial zone and the single family neighborhood.

- D-5 Visual Impacts of Parking Structures.** The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

Responding to citizen concern, the Board noted the problematic nature of open parking spaces on the alley. The addition of trees along the alley may act as a transition in the larger sense between the building mass and the single family neighborhood; however, the large maw and security concerns warrant the need for an enclosure of the parking at the alley.

- D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

Given the narrowness of the alley, the Board inquired whether the applicant expected that garbage trucks would park in the alley on pick-up day. The traffic and parking study should investigate whether blocking traffic in the alley will create problems.

- D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

The presence of Aurora and the undesirable behaviors that occur on the strip warrant extra effort at ensuring the safety and security of the building residents/tenants and customers as well as the neighbors. The Board recommended enclosing the at-grade parking.

- D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.**

The design of the building corner at the alley needs to preserve sight lines for safety and security as well as introduce the transition between commercial and residential zones. Discussion focused on the appropriateness of a live/work unit at this location.

- D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.**

The applicant will need to provide a concept signage plan for the Recommendation meeting.

- D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.**

Create a concept lighting plan for the exterior of the structure. Ensure shielded lighting in the alley.

- D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.**

The concept drawings presented at the EDG convey the architect's desire for extensive glazing at the storefronts.

- D-12 Residential Entries and Transitions.** For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

The primacy of the residential entry on N. 77th St. acknowledges the transition in zones and establishes the intriguing connection between the pedestrian at the sidewalk and the second floor open space (courtyard)/circulation system (grand steps) intrinsic to the building parti or organizing idea. The gate and the framing of the aperture into the structure must be aesthetically pleasing, functional and consistent with the building concept. This four-story opening, which connects interior and exterior, represents the structure's sine qua non as it supports the horizontal movement from commercial to residential zones and the vertical circulation up and through the building.

E. Landscaping

- E-2 Landscaping to Enhance the Building and/or Site.** Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.
- E-3 Landscape Design to Address Special Site Conditions.** The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

Green Lake-specific supplemental guidance:

- **Celebrate the Olmsted heritage:** Green Lake Park, Ravenna Boulevard and Lower Woodland Park are visible and accessible examples of the Olmsted brothers' design. New development should build on this character by employing informal groupings of large and small trees and shrubs. A mix of deciduous, evergreen, and ornamental plant materials is appropriate. Continuous rows of street trees contrasting with the informal, asymmetric landscaping of open spaces are also typical.

The survival of proposed trees planted along the alley generated skepticism among the public and the Board. The board members, however, did not dismiss the idea. A recently constructed project at 19th and Mercer has a similar row of trees dividing the parking spaces at the alley.

Quality landscaping along Aurora and N. 77th St will greatly enhance the commercial corridor and produce a pleasant transition between Aurora and the neighborhood to the east.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, the applicant requested the following departures:

1. **SMC.23.47A.016D.1 Screening and Landscaping Requirements:** The Code requires that surface parking across an alley from a residential zone have a five foot landscape buffer and six foot high screening along the lot line. The applicant proposes planting a row of trees parallel to the alley in-between several of the parking spaces to provide screening.

The Board indicated its preference for an enclosed garage.

2. **SMC.23.47A.032G. Parking Location and Access:** The Code requires that parking shall be screened according to the provisions of SMC23.47A.016.

See the Board's comment in departure request #1.

3. **SMC.23.54.030B.2 Parking Space Requirements for Non-residential uses and live-work units:** When ten or few parking spaces are provided, a maximum of 25% of the parking spaces may be striped for small vehicles. A minimum of 75% of the spaces shall be striped for large vehicles. The applicant proposes to allow five medium stalls and one large ADA stall.

Due to the narrow width of the alley, the Board indicated its reservation about granting a narrower width for the parking spaces at the alley. See Board guidance for A-8.

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should move forwards to MUP Application in response to the guidance provided at this meeting.